

**AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**LISTING OF CLAIMS:**

Claims 1-10 (cancelled).

11. (New) A radar system for a motor vehicle, comprising:

at least one radar sensor to monitor an area surrounding the motor vehicle, the sensor configured to monitor traffic in a lane adjacent to the motor vehicle, the radar sensor including a phase-controlled antenna and a control device configured to set a plurality of radar lobes having differing geometries.

12. (New) The radar system as recited in claim 11, wherein the control device is configured to generate at least from time to time at least two radar lobes having differing directions of emission simultaneously.

13. (New) The radar system as recited in claim 12, wherein the radar lobes are of different sizes.

14. (New) The radar system as recited in claim 13, wherein a larger one of the two radar lobes is oriented obliquely toward a rear and side with respect to a longitudinal direction of the motor vehicle, and a smaller one of two radar lobes is oriented to the side with respect to the longitudinal direction of the motor vehicle.

15. (New) The radar system as recited in claim 12, wherein the radar lobes are of approximately a same size, and one of the radar lobes is oriented toward approximately a rear with respect to a longitudinal direction of the motor vehicle and the other one of the radar lobes is oriented obliquely toward the rear and to a side of the motor vehicle.

16. (New) The radar system as recited in claim 11 configured, wherein the control device is configured to generate different configurations of radar lobes in succession over time.

17. (New) The radar system as recited in claim 16, wherein a configuration of radar lobes generated at a first instant is rotated by a specified angle relative to a configuration of radar lobes generated at another instant.

18. (New) The radar system as recited in claim 16, wherein the configurations of radar lobes generated successively over time differ with regard to the number of separate radar lobes.

19. (New) The radar system as recited in claim 18, wherein the control device is configured to alternately generate a configuration having two radar lobes and a configuration having only one radar lobe, the one radar lobe being located approximately on a bisector of the two radar lobes of the other configuration.

20. (New) The radar system as recited in claim 11, wherein the control device is configured to vary a direction of emission of the radar lobes as a function of curvature of a road.